

The Shelby Sentinel

JNO. T. HEARN, Editor.

SHELBYVILLE, KY.: WEDNESDAY, MAY 11, 1870.

Democrats remember the Precincts meetings next Saturday afternoon.

Among other matter crowded out this week is the excellent address of Prof. Dodd before the Farmers' Club.

At the recent annual meeting of the Stockholders of the Shelby Railroad Company the following Directors were elected: J. D. Taggart, of Louisville; L. Conner, F. Neel, Jno. A. Reid; J. D. Guthrie, of Shelby; and W. H. McAfee, of Mercer. The new Board met on Saturday and were organized by the election of C. M. Harwood President; J. W. Adams, Secretary; and Jas. A. Edwards, Treasurer.

Dr. Waller's article upon the "Recession of Shelby College," will be concluded next week. The demands upon the present issue compel us to defer its publication. We take this opportunity of earnestly protesting against a charge made by Dr. Waller against James Tevis, Esq., the Representative from Shelby county in 1855-66. We accept the article for publication after having the assurance of Dr. Waller that it would not be personally offensive, but would elucidate the issues involved in the litigation pending between the Trustees of Shelbyville and the trustees of St. James College. We of course can have nothing to do with Dr. Waller's quarrel and had we seen the objectionable matter before its publication, would have required its exclusion. We deem this due to Mr. Tevis, who is in a distant State, as well as to our own sense of justice.

A Card from Judge Caldwell.

Mr. Editor.
I have learned that it is contemplated by some of my friends to present my name before the primary meetings to be held on the 14th inst. to appoint delegates to the Democratic convention as a Candidate for Judge of the Shelby County Court. I desire to say that I am not a candidate for that office and hope my friends will not insist upon placing me in that attitude.

JAMES L. CALDWELL.

May 9th 1870.

The Impending Indian War.

THE CAUSE OF IT.

Gen. Parker, commissioner of Indian Affairs, has given some interesting facts in relation to the anticipated Indian troubles. He states that the Sioux and Cheyennes have invariably received their pay and rations according to their treaties, but in no case have they received arms or ammunition from his agents or subagents, so far as he can ascertain. These Indians are all well armed, and have plenty of fixed ammunition which came in the main from the Hudson Bay company's agents, who sell to them both north and south, those in turn sell to our Indians. There are small tribes of Indians who make their business to sell whisky, powder, and arms to the larger, and more warlike tribes, and to these small tribes, the half-breeds and the Hudson Bay company, Gen. Parker ascribes the present well-armed condition of the Sioux and their confederates. He says that in the neighborhood of Fort Sully, there are now about 8,000 well-armed warriors, about 6,000 of whom are Sioux, and the remainder Cheyennes and members of scattering tribes. He is satisfied that they are bent on war, and that before the middle of May we would probably be engaged in the most extensive Indian war that this country has ever had to encounter. All he could do was to hope for the best from the good judgment of Gen. Sheridan and the officers who were acting as his (the commissioners) agents in that country.

From the Counter-Journal!

The Shelby Railroad

REPORT OF THE PRESIDENT AND DIRECTORS OF THE SHELBY RAILROAD CO., TO THE STOCKHOLDERS FOR THE YEAR ENDING MAY 3RD 1870.

To the Stockholders of the Shelby Railroad Company.

At the date of your last annual meeting the success of your enterprise was still in doubt. Although a part of the county of Shelby had subscribed \$200,000 to the capital stock of the Company that subscription was delayed by many of its opponents to be illegal, and the question of its validity was then pending in the Court of Appeals, and while we had every confidence in its legality, we were still confronted with a difficult upon the estimates required to complete the road to Shelbyville of about \$100,000. Since then the county subscription has been adjudged legal by the Court of Appeals. The city of Louisville has very generously subscribed the sum of \$90,000 to be expended between Shelbyville and the junction at Anchorage (formerly Hobbs Station) and the Depot at Shelbyville. 1875 miles were made by my predecessor, Mr. W. A. Gunn and were based upon a profile of the old road bed taken several years after the work was suspended, about 11 years ago. The progress of the work so far attest the careful accuracy with which this estimate was made and I will therefore refer to it in this report by way of showing how nearly the actual cost of your road, far as it can be ascertained at this time, is likely to correspond with the estimates upon which its construction was undertaken. The estimate condensed under the following heads was as follows:

Grading, Culvert and Bridge masonry, and Bridge superstructure, \$180,450
Track superstructure laid down, including sides, Track and water Stations, (but omitting Ballast and Cost of Right of way and Depot grounds), 209,600
Engineering and contingencies, including salaries, office rent, printing, etc., 20,000
Total, 841,050.

Upon this estimate the work was advertised and let Sept. 1st 1869 to the following parties.

Hunt Miller & Co, Sections 1, 2, 3, 5, 6 and 7.
Hoblitzell & Co, Section 4.
W. R. Johnson Jr., Sections 8, 9, 10, 11, and 12.
Robinson & Lee, Section 13.

Before the expiration of a month from the letting, the contractors were upon the ground and commenced the work, though it was several weeks later before they became fully organized. As before stated the estimate was based upon a survey of the work made several years before, and at the time of letting there were no stakes standing, and nothing to indicate the original line except the old work, which was scattered at short intervals along the entire line.

The anxiety of the Board after they found the Company in condition to undertake the work, to save time by taking advantage of the favorable fall weather, induced them thus to force the work, instead of waiting for the line to be retraced before the work was let. The work of retracing the line was commenced by myself under Mr. Gunn's instructions, with a party a few days after the letting, but owing to the obstructions upon the old road bed, consisting of fencing which had in many places been built upon the center line, and the brush and briars with which it had overrun, but little progress could be made. It was soon found that it would be impossible to trace the line regularly through without delaying the contractors. The idea was to force the work, rather than taking off the bottom of the tunnel, and in protecting the track when the road is in operation. The roof of the old Heading at the west end of 164 ft seems, so far as its obstructed condition will permit it to be examined, to be in a very good state of preservation. The pass winter, at least, seems to have had no materially injurious effect, as is shown by the fact that there have been no falls. This may have owing, however to the fact that its entrance was almost closed, but when the Tunnel was opened to its full dimensions, as free circulation of the air may give to the frost power to endanger its stability. The intermediate portions of the tunnel are perfectly dry and it is believed will never require artificial support.

All culvert masonry of the line with the exception of 3 or 6 small culverts are finished, many of which are so located and constructed as to answer the purpose of earth guards as well as drains. Masonry of the Bridges, of which there are nine, is in advanced state of progress. Of these the Big and Little Bullskin Bridges are finished, and the two South Long Bridges (old work) finished, the Floyd's Fork Bridge, 3 done, and the two Checworth's Creek finished leaving only the Long Run and Brush Run Bridges upon which the work is just commenced.

In the meantime it was discovered that the original location could be materially improved at several points, and upon this being reported to the board, I was directed to make such changes as were shown to be advantageous. Accordingly the following changes were made:

1st.—From the old Akin road to a point near the dividing ridge between Little and Big Bullskin Creeks—3-8 miles.

2d.—From Little Bullskin Creek to the crossing of Mr. Graves avenue—1-0 miles.

3rd.—From the point of diversion east of that of intersection west of Simpsonville—1-1 miles.

4th.—From Floyd's Fork to the point of intersection with old line west—1-1 miles.

5th.—From new Depot grounds in Shelbyville to intersection with old line—0-85 miles.

The aggregate length of the changes is about 8 miles. By them the old line was estimated to have been reduced, without increasing the distance on the whole more than 600 feet or increasing the grades, or decreasing the minimum degree of curvature 3 degrees except at one point, where a decrease of a fraction of a degree was found necessary, in order to take advantage of the old work.

With regard to the last change noted above, it increased slightly both the length of the line and the cost, as compared to the old line, from the fact, that the present design of the road will be ready for traffic. The Bridges will be put up as the track advances as this heavy freight will have to be transported by Rail. I see no reason to doubt that the trains will run through before the first of December.

The following statement will exhibit the progress of the work better than a mere detailed description. The estimated cost of track superstructure is based upon contracts already made for Rails and ties, and on proposals for spikes and Bolts and for Track laying unit yet accepted.

Value of work done in grading and masonry to April 1st as per last monthly estimate \$75,100

Approximate value of work done during April to date of this report 14,200

Total work done to date \$93,300

Estimated value of work remaining to be done to complete graduation and masonry 60,700

Cost of Bridge superstructure 25,000

Cost graduation masonry and Bridgeway 182 miles \$179,000.

Cost of 191 miles of track superstructure, (including 1 mile of siding) without Ballast, \$19,407

Engineering general and contingent expenses 20,000

Water stations 7,500

Total \$397,377

Mr. Gunn's estimate of same \$410,000

sides, to a depth of from 3 to 10 ft deep, and this material was kept so constantly saturated by the rains that it attained almost to the consistency of clay-mortar. It becomes very difficult to remove, and is only a limited force could be employed in these narrow cuts the work could not be forced. The entire fall and winter was consumed in removing this material. Now it is all removed, as the old Heading of the west end—164 ft in length was filled up nearly to the roof with mud and water and it having been excavated so that it did not drain, it cannot be removed, until rock bottom of the cut is approaching it excavated up to the entrance.

Fortunately access to the old heading of the cast end could be had, and from the contractor Mr. Hoblitzell, has pushed the work with great energy, working day and night, until April 19th when the light passed through the length of this Tunnel is 1620 ft.

The contractor is now engaged with a force at each end which works night and day, and expresses great confidence that he can finish the work by Sept. 1st. This estimate is based on the progress he has made in excavating the rock bottom of the cuts at either end, since the mud was cleared out; and the energy and good management he has displayed in the execution of his work, afforded a strong guarantee that he will realize his expectations. There are contingencies however, to which all works of this character and magnitude are exposed which may disappoint the most reasonable expectations. I therefore do not feel sanguine of seeing that part of the line ready for the track before the latter part of that month.

The material through which the Tunnel is cut proves to be some what unsatisfactory. It is a strait blue lime stone, quite hard when first exposed, but disposed to disintegrate upon exposure to dampness and frost. For about 150 ft of the east end there was a constant dripping of water during the winter which had the effect of opening the seams of the rock forming the roof causing large masses to drop down resulting in several serious, though no fatal accident, but retarding somewhat the progress of the work. This threatened at one time to become so serious a matter, that steps were taken to support the roof for about 150 ft with timber; but all the loose material having been taken down, the roof presented so safe an appearance that it was determined to postpone the timbering as long as possible, as its erection would have stopped the work on the Heading. The heading was finally driven through without supporting the roof, but the timber for the purpose is upon the ground and is being framed and will be put into position as soon as it can be done. This will not interfere with the work of excavation and is necessary to guard against danger, but taking off the bottom of the tunnel, and in protecting the track when the road is in operation. The roof of the old Heading at the west end of 164 ft seems, so far as its obstructed condition will permit it to be examined, to be in a very good state of preservation. The past winter, at least, seems to have had no materially injurious effect, as is shown by the fact that there have been no falls. This may have owing, however to the fact that its entrance was almost closed, but when the Tunnel was opened to its full dimensions, as free circulation of the air may give to the frost power to endanger its stability. The intermediate portions of the tunnel are perfectly dry and it is believed will never require artificial support.

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Killed in Her Heart.

We may learn a lesson on the sixth commandment from a little girl named Alice.

One evening her mother had company, and her oldest sister, Sarah, took her up stairs to put her to bed.

As Sarah was undressing her, she noticed that she seemed very sad, and that tears were running down her cheeks. She asked her what was the matter, but Alice gave her no answer. "Tell me, what ails you," said Sarah. Still Alice said nothing, only she sighed and seemed greatly troubled. When it was time to kneel down by her little bed to pray, Alice knelt, and bowed her head; but no words came from her lips. Sarah thought this was very strange. Then Alice arose, and crept into her bed, so silent, so sad, so fearful, that Sarah was frightened. She went down stairs and joined the company, but seized the opportunity of mentioning it to her mother.

"I will run up directly," said she, "and see what ails the child."

"She is not sick, mother," said her sister, "only it seems as if something were troubling her mind."

Presently the mother escaped from the parlor, and went up to the chamber of the little one. She trod very softly, as she drew near, she heard low sobs and cries.

"My child," said her mother tenderly, stooping down to her bedside, "what troubles you? Tell me."

"Oh, mother, I am so glad you have come!" cried Alice, uncovering her head and seizing her mother's hand; "I can't say my prayers, and I can't go to sleep."

"Do tell me what's the matter with my dear daughter."

"Oh, mother, I killed Cousin Ruth in my heart to day, I did," and the tears flowed afresh. "She got angry, and I wished she had. I can not ask God's forgiveness till I am friendly with Ruth. He won't hear me, for my heart had anger and hatred in it. Oh mother?" and the poor child wept as though her heart would break.

Her mother tried to comfort her, but there lay the cold, heavy weight of sin upon her bosom, and she could not comfort.

"Ah if I could only see Ruth, and ask her forgiveness! then I could pray and go to sleep," she said pitifully.

"Mother, can't I go to Ruth's house?"

Her mother thought a moment.— She felt that to help her child to feel and act rightly on this subject was the most important thing. "Yes child you shall go" she said.

Ah if she had been one of those mothers who always send their children to bed in charge of servants, what a golden opportunity she would have lost doing her child good for life!

Alice's father was called, who, wrapping his weeping child in a blanket, carried her into the next room where her cousin Ruth lived. She was taken to Ruth's bed. It was a melting scene to witness the confession, the entreaty for forgiveness and the kiss of reconciliation. Then Alice wiped away her tears, and lying her head on her father's shoulder, she asked to be carried home.

Once more in her own chamber, Alice kneeled down and prayed God to forgive her for the sin of hating Ruth. "Give me love in my heart," she cried, earnestly, "because God is love, and because it was love which made Jesus die on the cross for us, and oh, keep me from hating anybody in my heart."

So did little Alice pray. Oh, what a prayer was that! Sin and conscience, love and hatred, had been fighting in her heart. But how sweet the victory! Can we not remember feeling towards somebody just as Alice felt towards Ruth? Let us learn the example of Alice's way to do. We should seek the forgiveness of those towards whom we have felt anger or hatred. Then we should ask God's forgiveness, and pray for his grace to take away all the wicked feelings from our hearts and fill them with love.

When the angry passions rise, don't let our thoughts and tongues to sin. Bring out the Christian life.

His fair example let us trace.

To teach us what we ought to do;

Make us by thy transforming grace,

Dear Savior, daily more like thee.

Revels in Society.

We copy the following from the Washington correspondent of the New York Commercial Advertiser.

At a drawing reception that took place last Saturday evening, Mr. Revels, escorted by Senator Anthony and Representative Blighan, suddenly came upon the scene of revelry with such withering effect that of the twenty or thirty Democrats present not half dozen was visible after the first half hour. Blood will especially in a close room of a warm night. I met a number of those malcontents standing on the sidewalk. Morgan was addressing them in rather heated terms, and I repudiate the nigger," said he, "as I would repudiate the debt. But I am glad to see the issue made at last. Who got out of the way, can see if those who live to face the music can."

This feeling with the consistent avowals of the negro gross in insanity as Revels does in the Radical grave, is epitomized in a parody of "Shoo Fly," that is going the rounds here, and for the purpose of enabling you to judge of which I send you first:

There's nigger on the air,
I hear him on the wing,
There's nigger everywhere—
I hear the angels sing,
O woe! woe! and tighe!
O nigger high and low,
O nigg left, and nigg right,
A nigg where's we go.
Shoo fly.

The people of the United States and the people of Canada are invited to send delegates to a convention which will be held at Niagara Falls on the Fourth of July next to see about annexing the two countries to each other. One delegate from each Congress district of the United States, and one delegate from each hundred thousand inhabitants of the British Provinces will constitute the convention.

The World Beater.



EXCELSIOR!

Time 2:45.

Six Great Remedies OF THE AGE.

HURLEY'S STOMACH BITTERS.

FOR

Debility. Loss of Appetite. Weakness. Indigestion, or Dyspepsia. Want of action of the Liver or Disordered Stomach.

These are no bitters that can compare with them in removing these distressing complaints. For sale or can be had at any drug store in the United States.

JAMES RUPPLE & CO., Proprietors, Louisville, Ky.

To James Rudd & Co., Louisville, Ky.

Gentlemen: This morning I have seen your advertisement in the paper, and have heard of or seen advertised with little or no relief from any of them. I heartily endorse your product, and trust it will be of great service to many. I heartily endorse your product, and trust it will be of great service to many.

J. W. TANDY, Indianapolis, Ind.

General and Cabinet Hardware.

Toms, Mugs, Knives, Hair Comb Co.

Agents for the Manufacture of

COFFIN TRIMMINGS.

134 Main St., Cincinnati.

53 Cedar Street, New York.

March 30.

J. W. COOK L. SLOSS.

Cook, Goodman & Co.

WATCHES,

Jewelry, Diamonds, Silver and

Plated Ware.

Spectacles, French Locks,

Bronzes, C. & C. etc.

28 Third St., LOUISVILLE, KY.

A COMPLETE line of the best qualities consistently kept on hand. Silverware and cutlery repaired and repaired. Orders from the country promptly attended to.

J. W. COOK L. SLOSS.

HIBBTT & SON,

WHOLESALE AND RETAIL

GROCERS

AND

Provision Dealers,

72 W. Market St., bet. 2nd & 3rd.

LOUISVILLE, KY.

Orders Promptly Filled and Satisfaction Guaranteed.

Fulton Foundry and Machine Works.

J. J. KRYT,

Manufacturer of Stationary and Portable

ENGINES.

Circular Saw Mills, Gru Shafting, Cotton Screws, Pumps, Milling, Pipes, Pumps, on Gears and General Jobbing

Cor. Floyd & Main St., Nos. 96 & 98

LOUISVILLE, KY.

The following extract from a reliable citizen of Mississippi speaks itself.

MESDAM, Miss., Oct. 16, 1868.

Mr. V. R. Chaffee.

Dear Sir: This is to certify that I bought from you, by your recommendation, a bottle of Hurley's Infant Soothing Syrup, and found it to be a sound and useful article.

I used it with great success in the cure of a feverish baby, and found it to be a good medicine for children.

It has a very pleasant taste.

John H. Wright.

Masonhimer & M'Fadden

MERCHANT TAILORS

AND DEALERS IN

GENTS' FURNISHING

GOODS.

MAIN STREET.

SHELBYVILLE, KY.

ARE NOW RECEIVING THEIR

SPRING STOCK

CLOTHES.

CASSIMERES.

COATINGS.

SUIT GOODS.

VESTMENTS.

And VESTMENTS.

AND SOUTHERN AGENTS FOR

HURLEY'S

Popular Worm Candy.

Also a complete stock of

Gents' Furnishing Goods.

Also a complete stock of

HURLEY'S

Popular Worm Candy.

Our Home Physician.

Elixir of Pyrophosphate of Iron and Calisaya.

This elegant combination possesses all the tonic properties of Previous Calisaya and Iron, without the disagreeable taste and effects of either.

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